Mason Transit Authority

2012-2017 Transit Development Plan and 2011 Annual Report

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Introduction

The Transit Development Plan (TDP) is Mason Transit Authority's annual update as required under Washington State RCW Section 35.58.2795, *Public Transportation Systems — Six-Year Transit Plans*. This report provides summary information for 2011 as well as projected changes for 2012-2017.

This year's Transit Development Plan (TDP) continues the shift in how we define the direction of the transit system for the next six years. In previous iterations until the 2010-2015 TDP we included all the requests from the community in hope of obtaining funding for service expansion. In today's financial climate this is not a realistic vision we would be able to initially fund or sustain in the future. Instead the TDP reflects a more accurate picture of our current service, infrastructure, equipment and financial outlook.

The TDP provides a starting point for an in-depth look when considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also serves as the basis for developing the future year operating and capital annual budgets.

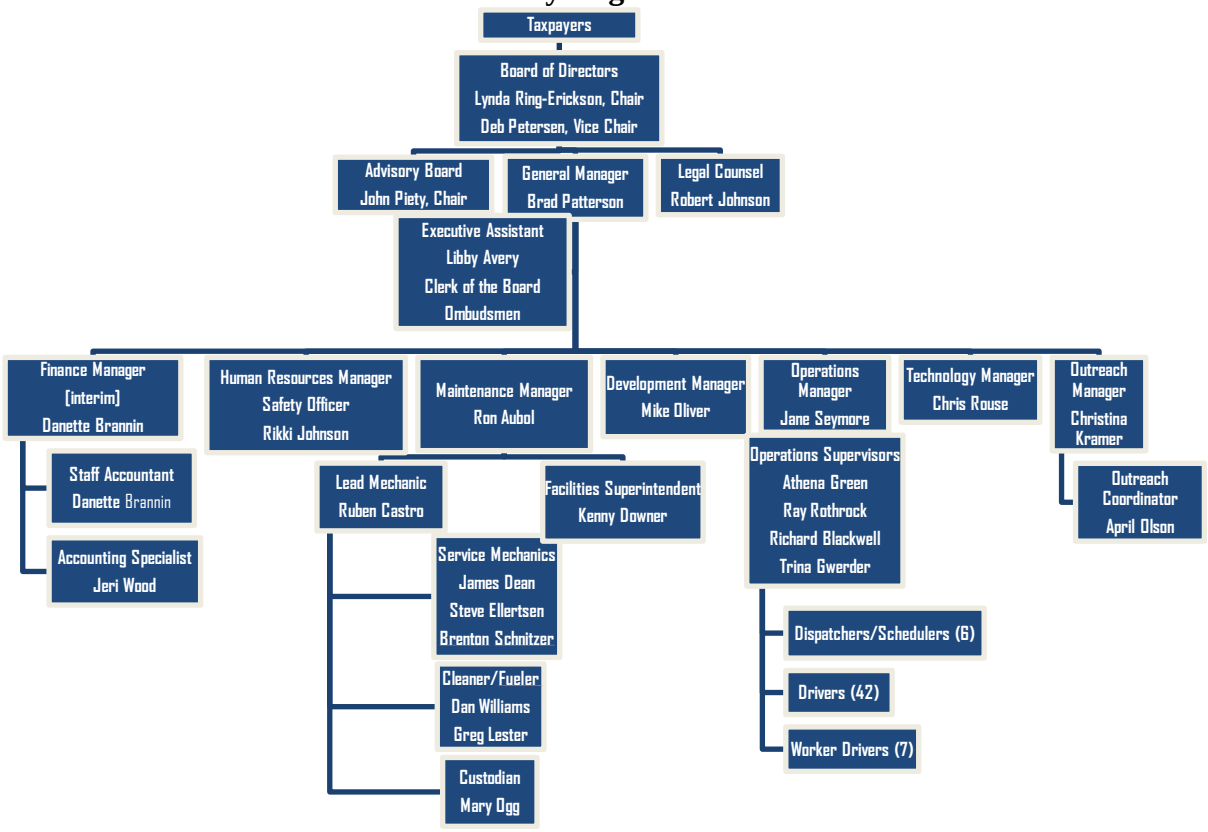
Distribution of the draft was made available on Mason Transit Authority's website, at public libraries and at numerous other community organizations throughout Mason County. Public meetings were held on December 14, 2012 and December 18, 2012. We encouraged the public to comment on the document or attend the public meetings in person.

The Mason Transit Authority Board approved 2012-2017 Transit Development Plan on December 18, 2012.

Section 1: Organization

Mason Transit Authority is a Public Transportation Benefit Area (PTBA) incorporated under Washington State RCW 36.57A (1975). The PTBA was approved by Mason County voters in November 1991 and began providing public transportation service in December 1992. The service area is all of Mason County if road access is available, with connections to adjacent counties.

Mason Transit Authority Organizational Chart



The Mason County Public Transportation Benefit Authority (MTA) Board of Directors is composed of nine members as follows:

- Three (3) elected members representing Mason County
- One (1) elected member representing the City of Shelton
- One (1) elected member representing the North Mason School District
- One (1) elected member representing the Mary M. Knight School District or Southside School District with Mary M. Knight School District serving in even years and the Southside School District serving in odd years.
- One (1) elected member representing the Mason County Public Hospital District No. 2
- One (1) elected member representing the Hood Canal School District
- One (1) elected member representing Mason County Fire Protection District 3, 5, or 11 starting with Fire Protection District 3 in 2008, Fire Protection District 5 in 2009, Fire Protection District 11 in 2010 and then rotating in that order thereafter.

Mason County Public Transportation Benefit Authority (MTA) Board Members as of December 31, 2011are:

- John Campbell, North Mason School District – Chair
- Lynda Ring-Erickson, Mason County Commissioner – Chair
- Steve Bloomfield, Mason County Commissioner
- Tim Sheldon, Mason County Commissioner
- Mike Byrne, City of Shelton Commissioner
- Deborah Petersen, Hood Canal School District
- Sadie Whitener, Southside School District
- Glenn Hoopman, Mason County Fire District No. 3
- Bev Wendell, Mason County Public Hospital District No. 2
- Rick Englehart, Teamster Union Representative, (Non-Voting Member)

The Mason Transit Advisory Board is an advisory group composed of people residing within the boundaries of the Authority. Advisory Board members are appointed by the MTA Board to serve a two-year term and are selected to achieve diversity and geographical representation and to provide policy and technical advice.

Mason Transit Advisory Board members as of December 31, 2011 are:

- John Piety – Chair
- Mary Ogg – Vice Chair/Secretary
- John Calabrese
- Glen Fourre
- Kevin Frankeberger, Ph.D.
- Pamela Hillstrom
- Lauren Gessler
- Gene Currier

As of December 31, 2011, MTA employed:

Management	1 FTE
Administration & Information Technology	4 FTE
Finance	3 FTE
Operations - Administration	4 FTE
Operations - Scheduling/Dispatching	7.5 FTE
Operations - Full-Time Operators	21 FTE
Operations - Part-Time Operators	15.5FTE
Maintenance - Administration	1 FTE
Maintenance - Facilities Management	1 FTE
Maintenance - Vehicle Maintenance	5 FTE

Mason Transit Authority is funded through a combination of sales tax, fares, and Federal and State grants. Section 10, Operating Revenues and Expenditures 2012 – 2017, details projected revenues and expenses.

Section 2: Physical Plant

The MTA administrative office, base of operations and maintenance operations are located at 790 E. Johns Prairie Road in Shelton, Washington. A satellite operations base is located at 23780 NE State Hwy 3 in Belfair, Washington. MTA leases space at the All Star Boat, RV & Self Storage commercial storage facility on Hwy 106 in Belfair to park three coaches and three cutaway vans used to provide services in the northern part of Mason County.

Additionally, MTA owns the Transit-Community Center, formerly the Shelton Armory, located at 601 W. Franklin St. in Shelton, Washington. This facility consists of two buildings. The main building has a large activities floor, offices, a computer lab, and kitchen that house over twenty sports groups, private and public event activities, business and non-profit offices. The second building has three bays that are leased as warehouses for local food bank operations and a non-profit bike shop.

See Appendix A, Inventories, for the State's public transportation management system forms for Mason Transit Authority's rolling stock, owned equipment, and facility inventories.

Section 3: Service Characteristics

In 2011, MTA provided transportation services consisting of Fixed Route, Dial-A-Ride, Worker/Driver commuter service to Puget Sound Naval Shipyard, regional routes, and contracted supplemental service using school buses, Vanpools, and volunteers using private cars.

Core Service

Hours of operation of the transportation service are 5:25 a.m. to 8:40 p.m., Monday through Friday, and 6:40 a.m. to 8:30 p.m. on Saturday. There is no service on Sunday, and either no service or reduced service on observed holidays. MTA operates ten (10) Fixed Routes that allow minimal deviated service to persons traveling off designated routes. Dial-A-Ride service operates in rural areas where route deviations are not possible as well as in populated areas of the County for people who have difficulty using the routed service. All Dial-A-Ride service is open to the general public. Riders using Dial-A-Ride can make a trip request from two (2) hours before to two (2) weeks prior to the preferred pick-up time. All vehicles in MTA scheduled service are equipped with bike racks and accessible to persons with disabilities.

Fares Structure

Travel within Mason County	All riders	No Charge
Cash Fares Out of County Travel – to and from Brinnon, Olympia and Bremerton	Adults and Youth one way	$1.50
	Seniors and people with disabilities	$.50
	Children five and under	No Charge
Out of County Travel – Monthly Passes	Adults	$28.00
	Seniors and Persons with Disabilities	$9.00
	Youth (ages 6 – 17)	$18.00
	Summer Youth Adventure Pass (Memorial Day through Labor Day)	$13.00

Coordinated Service

MTA coordinates all service requests with other area transportation providers. Squaxin Transit coordinates local service with Mason Transit Authority's regional service. Shelton School District operates four afternoon general public deviated routes under contract with Mason Transit Authority. In 2004, MTA assisted in the formation of the Regional Transportation Partners, a 501(c) (3) organization, for the purpose of developing and coordinating transportation resources in Mason County.

Figure 1 MTA Contracted Service

Volunteer Service

Local volunteers use their own cars, on their own time, to transport persons 60 years of age or older who are unable to use regular transit primarily to reach medical appointments within and outside Mason County.

Vanpool

Since its inception in 2005, the Vanpool program has expanded to a fleet of 28 vans to promote statewide ridesharing goals and benefits to residents commuting to and from major employment centers. This successful program complements Mason Transit Authority's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by Fixed Route services. In 2011 Mason Transit Authority Vanpools provided over 50,000 rides, over 8 percent of the agency's total ridership. Vanpool ridership has increased almost 4 percent from 2010 to 2011, and the number of active Vanpools has increased to twenty-one.

Ridership History 2006-2011

Mode of Service	2006	2007	2008	2009	2010	2011	Percent +/- 2005-2011
Fixed Route	215,934	233,225	304,644	328,193	341,517	395,465	78.1%
Vanpool	31,677	33,364	53,114	57,236	48,219	49,842	62.7%
Dial-A-Ride	51,257	49,129	52,018	53,863	52,296	55,790	-8.0%
Worker/Driver	50,646	54,883	57,354	53,467	52,805	56,601	1.1%
ASA Contracted	6,679	5,503	9,337	9,659	10,810	11,422	93.6%
Special Events	7,892	6,779	3,045	5,963	6,942	5,203	34.6%
Volunteer	2,069	1,686	1,788	1,213	1,318	1,367	-43.8%
Total	**370,521**	**389,574**	**486,075**	**509,999**	**513,907**	**575,690**	**47.8%**

Section 4: Service Connections

Regional connections with other transit systems occurs Monday through Saturday with Intercity Transit, Grays Harbor Transit, and Pierce Transit in Olympia; Kitsap Transit in Bremerton; and Jefferson Transit in Brinnon. Regional connection with Squaxin Transit occurs Monday through Friday at Kamilche along Highway 101.

- **Route 3 ~ Belfair to Bremerton (connections with Kitsap Transit and Washington State Ferries)**
- **Route 6 ~ Shelton to Olympia (connections with Intercity, Grays Harbor, Squaxin, and Pierce Transits)**
- **Route 8 ~ Shelton to Brinnon (connections with Jefferson Transit)**

Connections to the above listed transit systems, except Jefferson Transit, are at transfer facilities located near services that allow connections to other ground transportation including: Washington State Ferries in Bremerton, Greyhound and Amtrak in Olympia.

Figure 2 Regional Connections

Mason Transit Authority service is available to persons traveling to and from area schools including Olympic College in Shelton and Bremerton. Mason County residents attending South Puget Sound Community College and Evergreen State College in Olympia can also use MTA to transfer to Intercity Transit service in Olympia.

Park & Ride Lots

Mason Transit Authority also supports a network of park-and-ride facilities that are located throughout Mason County. At year's end there were 124 parking spaces provided, at the majority of facilities owned and operated by Washington State or Mason County. On average, about 54% of the county's Park & Ride lot capacity is occupied on any given weekday.

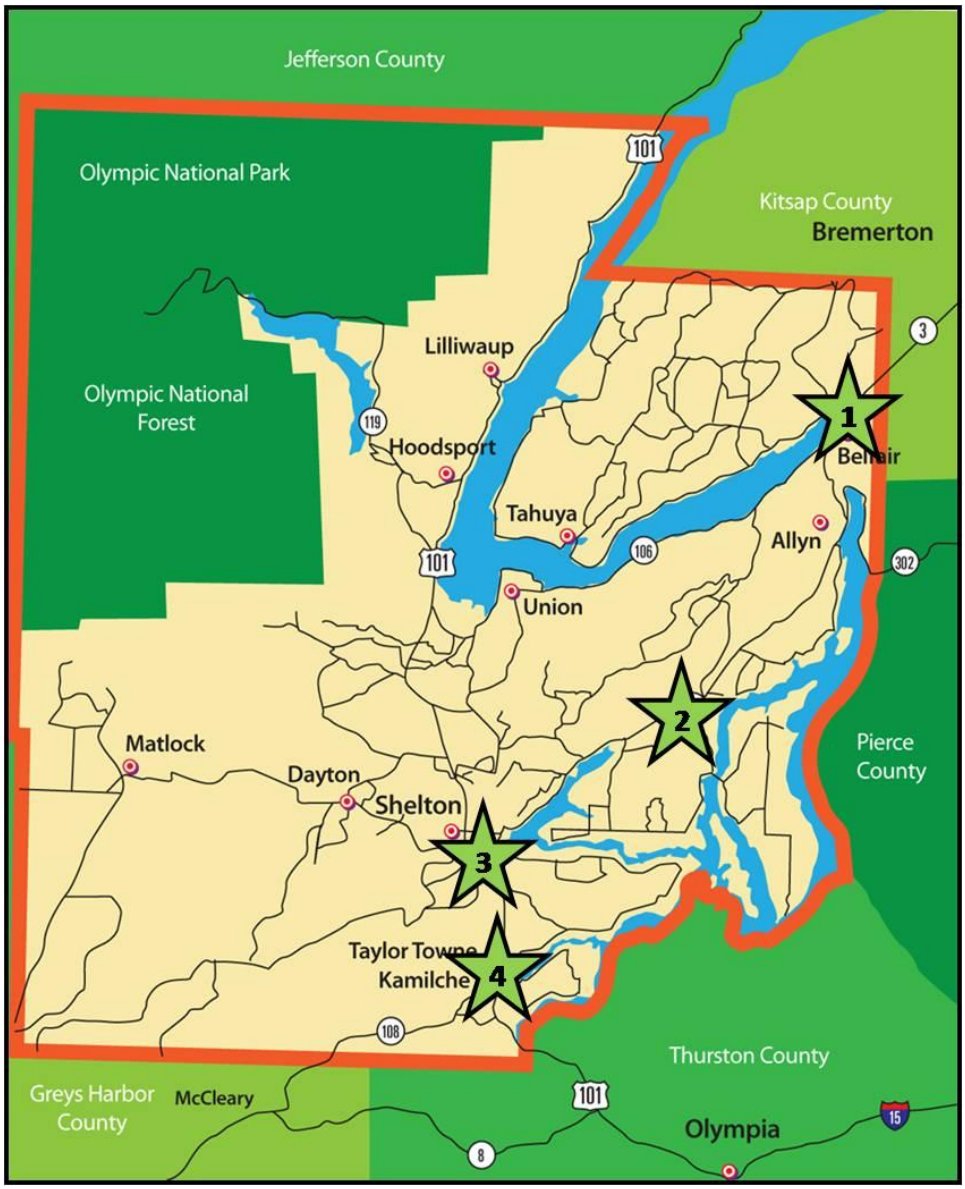


Figure 3 Park & Ride Lots

The following table summarizes those facilities and usage:

2011 Park & Ride Location	# Stalls	Avg. Use	% Use
1. Assembly of God, Belfair, WA	40	18	45%
2. Pickering Road, Shelton, WA	33	16	48%
3. Cole Road, Shelton, WA	29	14	49%
4. Kamilche, Kamilche, WA	22	14	64%
5. Pear Orchard, Shelton, WA	20	9	43%
6. Shelton/Matlock, Shelton, WA	30	6	20%
Total	**174**	**73**	**42%**

Section 5: Activities in 2011

Schedule Changes

Two major schedule changes were made in 2011. Route 10 was started in February to augment peak service in the City of Shelton. For Dial-A-Ride service two new Link Routes, Lake Limerick & Mason Lake and Cole-Arcadia-Lynch Roads, were started to combine rides and improve efficiency of operations

Vehicles and Equipment

One replacement bus is contracted to be delivered in the first quarter of 2013. Funding approval for the replacement bus was received from Washington State and contracted with Gillig by piggybacking options. Additionally, seven Body on Chassis replacement vehicles will be purchased and placed in service in 2013.

Vanpool

Staff continues to present benefits of the Vanpool program to community groups and have a presence at various events in order to inform people of the options for ridesharing that Mason Transit Authority can offer. Scheduled replacement of existing vanpool vehicles will be reviewed and implemented only as vehicles meet the extended life commitment determined the agency.

Special Events

Special Event Service requests are being processed in compliance with Charter Regulations and guidelines under 49 CFR Part 604.

Section 6: Proposed Action Strategies 2012-2017

The Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress towards accomplishing the state's public transportation objectives. These objectives are identified in *Washington State's Transportation Plan 2007 to 2026*. Mason Transit Authority reports its success at achieving the state's objectives for 2011, and strategies for achieving the state's objectives for 2012 through 2017. Additional unfunded projects, Appendix B, may be completed as funding becomes available. Conversely, some projects may be postponed if anticipated revenues decrease.

1. Preservation

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

2011	2012-2017
Continued Effort	Continuing Effort

Preserve existing transportation service levels.

2011

- Fixed Route service schedule was adjusted to meet rider demands and improve coordination between existing routes.
- Dial-A-Ride services continued to meet the requirements of the Americans with Disabilities Act.

2012-2017

- Mason Transit Authority will reassess its schedule and shift service to areas where need and demand are greatest.
- Dial-A-Ride services will continue to meet the requirements of the Americans with Disabilities Act.

Preserve existing public transportation facilities and equipment.

2011

- Mason Transit Authority received four (4) Dial-A-Ride replacement vehicles.

2012-2017

- Mason Transit Authority will replace vehicles in accordance with the adopted fleet replacement standards.
- Mason Transit Authority maintains a six-year replacement plan for technology infrastructure such as servers, printers/plotters, LAN equipment (routers, firewalls and switches).

2. Safety

To provide for and improve the safety and security of transportation customers and the transportation system.

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Mason Transit Authority monitors all service on a daily basis to ensure the safety of passengers and employees.
- Mason Transit Authority participates in local and regional efforts to increase and improve security components on routes, at Park & Ride lots, and at bus stop locations throughout the service area.
- Mason Transit Authority coordinates with local law enforcement agencies and emergency services.

2012-2017

- Mason Transit Authority will install a digital camera security system on buses as part of an agency-wide security focus. This project will increase passenger and Driver security while reducing claims against Mason Transit Authority. The installation of cameras will begin in 2011 and continue for a period of 2 years.

3. Mobility

To improve the predictable movement of goods and people throughout Washington state.

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Mason Transit Authority provides regional connections with six other public transportation providers, the Washington State ferry system, as well as interstate bus and passenger rail service.

2012-2017

- Mason Transit Authority provides regional connections with six other public transportation providers, the Washington State ferry system, as well as interstate bus and passenger rail service.

4. Environment

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Mason Transit Authority staff continued to participate in planning efforts to develop and improve alternatives to the single occupant vehicles.
- Mason Transit Authority participates in recycling programs for office paper, cardboard material, printer ink cartridge, as well as promoting water quality standards through the recycling of antifreeze and engine oil.

2012-2017

- Mason Transit Authority will continue to maintain and improve recycling programs that help reduce energy consumption and improve air and water quality.

5. Stewardship

To continuously improve the quality, effectiveness, and efficiency of the transportation system.

2011	2012-2017
Continued Effort	Continuing Effort

2011

- Continued and expanded comprehensive long-term planning efforts. Actively participated in local and regional planning efforts including Peninsula Regional Transportation Planning Organization, Agency Council on Coordinated Transportation, Community Transportation Association NW, and United We Ride.
- Continuing operational and planning coordination with the region's other public transportation providers, including Washington State Department of Transportation, Grays Harbor Transit, Intercity Transit, Kitsap Transit, Jefferson Transit, Squaxin Island Tribe, and the Skokomish Tribe.
- Participation in Mason County's transportation planning initiatives with the City of Shelton and Mason County.

2012-2017

- Staff will continue to work with local jurisdictions and participate in community based efforts to implement transit-supportive improvements including Peninsula Regional Transportation Planning Organization, Agency Council on Coordinated Transportation, Community Transportation Association NW, and United We Ride.

2012-2017	• Mason Transit Authority will continue partnerships with other transit agencies, municipalities, municipal planning and local tribal organizations to address transportation issues in the region and encourage transit oriented design.

Section 7: Proposed Changes 2012-2017

With the ongoing economic challenges the world is facing in general, and the United States in particular, projecting the financial outlook for the next year is challenging, and the next six years nearly impossible with any sense of accuracy. What we do know, with confidence, is that we have an aging population, the "silver tsunami" of baby boomers, that will live longer than any generation before them in history, followed by generations that, also for the first time in American history, will not enjoy the same upwardly mobile standard of living their predecessors did. The current working generations are inheriting both a record level of federal debt and a continuing explosion in technology that, amongst other aspects, makes face-to-face contact possible while the two faces are hundreds or thousands of miles apart. Communications technology, combined with ever-growing costs to operate an automobile and a financially strapped population, are leading to the first reduction in driving mileage since the birth of the car and, thus, a reduction in the collection of gas taxes that support our transportation system and transit – all while the usage of public transit continues to grow. As the nation continues to invest in public transit systems, including finally beginning to invest in high-speed rail, mass transit appears well-suited in the long-run to be a positive contributor to our country's growth and development. However, in rural America, such as Mason County, the low population density does not support mass transit, and while the significant levels of capital investment to provide a reasonable level of service is a fraction of what is required in urban systems, the operating cost per passenger mile is substantially higher – in other words, and no surprise, rural transit is not, and cannot, be as efficient as urban systems – but, it can be as effective, and that is also worthy of continued public investment.

While the impact of Federal deficit spending and the outcome of the President and Congress' efforts to not fall off the "fiscal cliff" remain to be seen, Federal transit spending has been stabilized (and slightly increased for rural transit) with the passage of MAP 21, if for only the next two years. The Federal Transit Administration's (FTA) Tribal Transit funding is holding steady and is historically underutilized, making transit partnerships with the Skokomish and Squaxin Island Tribes mutually beneficial. Even with Washington State's budget deficit, it is also a positive sign that the State once again renewed its sales tax equalization plan, which particularly impacts Mason County in a positive manner, as well as implemented the first-ever State contribution to funding public transit operations (previously, only capital investments had been funded at the state level). Further, on a local level, the County's two largest private employers, Simpson Lumber and Taylor Shellfish, are projecting higher rates of growth than they have seen in the past five years, echoing the nationwide drop in the unemployment level. All of these elements can significantly impact existing service, future service, and vehicle and facility replacement and/or maintenance. We must always be mindful that the occurrence of any near-term economic contraction or retraction is not outside the realm of possibility.

These factors present a unique challenge at a time when Mason County's population has grown by 23 percent from the 2000 census to the 2010 census, making Mason County the fourth fastest growing county in Washington State. Additionally the senior population, resident's 65-years old or older, is 18.3 percent of the county's population, which ranks eleventh out of Washington State's 39 counties.

The 2008-2012 budgets have been focused on sustaining as opposed to expanding services, drawing some of the unrestricted net asset balances while employing frugal spending practices. Mason Transit Authority continued several fiscally sound initiatives in 2012, including no employee cost-of-living allowance (COLA), maintenance of service levels with no expansion to meet increased demand, and continuation of a line item budget to further identify and drill down costs. Along with continuing these efforts, moving forward, the agency has begun pursuing alternate sources of grant funding and strengthening our partnerships. However, with continued projections of high levels in the cost of fuel and 5+% annual growth in the cost of employee health care benefits, and with changes in employee compensation notwithstanding, the continued financial operating loss cannot be sustained indefinitely and is being partially offset starting in 2013 by implementing employee contributions to the premium costs of benefits and a recalibration of the practice of providing annual step increases to employee pay. As local sales tax collections are witnessing the first growth since 2007, albeit slight, tight financial controls combined with slow but steady growth in local and state funding streams bodes well for the fiscal health of MTA.

The financial outlook for 2012 to 2017 is cautiously optimistic, seeing a focus at all levels, local-state-federal, on sustainability until the current economic dust storm settles. Economies are historically cyclical in their performance, and while it appears that the worst in the current recession is over for the U.S., the impact of being part of a truly global economy is still somewhat unknown. Our recovery is fragile, and we need to act accordingly. A continued focus on local partnership development, particularly with the tribal nations and school districts, will be critical to MTA's future success. Lastly, for the past 20 years, MTA has earned a reputation for innovation, and with the development of the Transit-Community Center, scheduled to open in 2014 and smart planning, MTA will be successful in its commitment to meeting the public transit needs of Mason County in a financially responsible manner.

Section 8: Capital Improvement Program 2012-2017

The six-year capital plan supports maintaining existing service. MTA's Capital funding priorities are:

- Minimal replacement of revenue vehicles and infrastructure
- Maintaining existing facilities and equipment
- Purchase of two Medium Duty Truck Chassis Cutaway Vehicles (Skokomish Project)
- Purchase of one ADA Accessible Van or Specialty Vehicle

Capital vehicle purchase is predicated on receipt of grant funding at the 80 percent grant / 20 percent local allocation.

Revenue Vehicles

MTA has reviewed its vehicle replacement criteria and has determined that it is feasible to extend the life of coaches from the WSDOT replacement guidelines of 12 years and/or 500,000 miles to 15 years and/or 500,000 miles. Additionally, the cutaway vehicle replacement criteria have also been extended from the WSDOT guidelines of 5 years and/or 150,000 miles to 7 years and/or 250,000 miles. These vehicle replacement criteria changes are based on using best maintenance practices, completing scheduled preventative maintenance, and repairing vehicle system breakdowns as they occur to minimize the impact of equipment failure. Delivery of coaches is expected to be in the year after funds are encumbered.

Planned Vehicle Orders	2012	2013	2014	2015	2016	2017
Replacement Buses	0	1	0	2	1	1
Replacement Dial-A-Ride Vehicles	0	7	3	0	1	0
Replacement Vanpool Vans	0	1	0	14	3	0
Replacement Agency Vehicle	0	2	0	0	0	0

Planned Vehicle Receipt	2012	2013	2014	2015	2016	2017
Replacement Buses	0	1	0	0	1	1
Replacement Dial-A-Ride Vehicles	0	7	3	0	1	0
Replacement Vanpool Vans	0	1	0	14	3	0
Replacement Agency Vehicle	0	2	0	0	0	0

Facilities

The primary facility focus during the 2012-2017 capital projects is maintaining existing facilities, improving facility security and replacing existing wooden bus shelters with refurbished metal bus shelters.

Planned Facility Projects	2012	2013	2014	2015	2016	2017
Replacement Bus Shelters	0	9	3	3	3	3

The following table summarizes capital costs by project area. This table does not include any unfunded capital projects listed in Appendix B. (There are currently no funded capital investment scheduled for 2017)

	2012	2013	2014	2015	2016
Vehicles (Buses, Dial-A-Ride, Vanpool, Support)	$870,601	$287,237	$143,942	$1,030,226	$589,379
Facilities	$0	$150,000	$0	$0	$0
Technology	$0	$0	$0	$0	$0
Total	**$870,601**	**$427,237**	**$143,942**	**$1,030,226**	**$589,379**

Section 9: Operating Data, 2011-2017

Operating data for 2011 showed an overall ridership increase of 12.58 percent over 2010. For 2012-2017 we expect modest increases in Fixed Route, Dial-A-Ride and Vanpool ridership. Due to financial constraints previously described in Section 7, Proposed Changes 2012-2017, no additional service hours or increase in service is planned for 2012-2017 with the following exception: In early 2011 Mason Transit Authority partnered with the Skokomish Tribe in developing additional service to the Tribal Reservation and surrounding areas. This project is currently in operation and funded through a Federal Transit Administration Tribal grant awarded to the Skokomish Tribe for Operating costs only. The project began operation in April of 2012 and the data to date is included in the following tables on page 19. Funding for operation of this project is secure through 2013. Forecasts and continuation of this project through 2017 are assumed and depend solely on continued operational funding support by the Skokomish Tribe.

Ridership	2012	2013	2014	2015	2016	2017
Fixed Route	355,314	362,421	369,669	377,062	384,604	392,146
Dial-A-Ride	54,409	55,497	56,607	57,739	58,894	60,049
Worker/Driver	52,800	52,800	52,800	52,800	52,800	52,800
Vanpool	51,200	52,700	54,200	55,700	57,200	60,200
Volunteer	1,320	1,320	1,320	1,320	1,320	1,320
Contracted - ASA	10,800	10,800	10,800	10,800	10,800	10,800
Skokomish Pilot	6,824	6,824	6,824	6,824	6,824	6,824
Other – Special Events	6,950	6,950	6,950	6,950	6,950	6,950
Total Ridership	**539,617**	**549,312**	**559,170**	**569,195**	**579,392**	**591,089**

Service Hours	2012	2013	2014	2015	2016	2017
Fixed Route	28,200	28,200	28,200	28,200	28,200	28,200
Dial-A-Ride	24,670	24,670	24,670	24,670	24,670	24,670
Worker/Driver	12,000	12,000	12,000	12,000	12,000	12,000
Volunteer Drivers	2,100	2,100	2,100	2,100	2,100	2,100
Contracted - ASA	1,650	1,650	1,650	1,650	1,650	1,650
Other – Special Events	130	130	130	130	130	130
Skokomish Pilot	1,558	1,558	1,558	1,558	1,558	1,558
Total Service Hours	**70,308**	**70,308**	**70,308**	**70,308**	**70,308**	**70,308**

Mileage	2012	2013	2014	2015	2016	2017
Fixed Route	521,600	521,600	521,600	521,600	521,600	521,600
Dial-A-Ride	327,500	327,500	327,500	327,500	327,500	327,500
Worker/Driver	62,600	62,600	62,600	62,600	62,600	62,600
Vanpool	289,000	289,000	289,000	289,000	289,000	289,000
Volunteer Drivers	48,500	48,500	48,500	48,500	48,500	48,500
Contracted - ASA	32,000	32,000	32,000	32,000	32,000	32,000
Special Events	560	560	560	560	560	560
Skokomish Pilot	38,530	38,530	38,530	38,530	38,530	38,530
Total Mileage	**1,320,290**	**1,320,290**	**1,320,290**	**1,320,290**	**1,320,290**	**1,320,290**

Section 10: Operating Revenues and Expenditures 2011-2017

Operating revenue and expenditures are projected based on Federal and Washington State published economic data and assumptions. Expenditures for operating expenses and capital projects are predicated on receipt of requested funds to offset local fund expenditure. The following assumptions were used to forecast expenditures:

- Benefit is a fixed percent of salaries
- No COLA; General Wage Increase for 2013 is an average 2.5%; 2014-2017 General Wage Increase estimated at 1.5%
- Fuel Increase of 5% per year

	2011	2012	2013	2014	2015	2016	2017
ANNUAL OPERATING INFORMATION	**Actual**	**Projected**	**Projected**	**Projected**	**Projected**	**Projected**	**Projected**
Operating Revenue							
Local Sales Tax	$3,198,951	$3,000,000	$3,200,000	$3,232,000	$3,264,320	$3,296,963	$3,329,933
Investment Interest	$14,072	$12,000	$12,000	$11,880	$11,761	$11,644	$11,527
Operating Grants	$3,115,124	$3,611,425	$2,711,902	$1,714,412	$1,714,412	$1,714,412	$1,714,412
Capital Grants	$1,017,132	$648,000	$4,799,200	$435,154	$824,181	$471,503	$0
Fares	$505,863	$517,629	$471,350	$517,629	$517,629	$517,629	$517,629
Miscellaneous	$60,485	$64,213	$62,203	$64,069	$65,991	$67,970	$70,010
Total Operating Revenue	7,911,627	7,853,267	11,256,655	5,975,143	6,398,294	6,080,121	5,643,511
Operating Expenses							
Salaries	2,307,426	2,901,647	2,993,483	3,038,385	3,145,488	3,256,366	3,371,153
Benefits	1,699,520	1,316,616	1,132,924	1,149,917	1,190,452	1,232,415	1,275,858
Fuel	503,305	501,093	551,193	578,753	607,690	638,075	669,979
Insurance	147,644	160,181	181,541	185,172	188,875	192,653	196,506
Debt Payment and Interest	80,527	80,527	80,527	80,527	80,527	80,527	80,527
Capital Projects	305,109	1,723,990	5,252,816	543,942	1,030,226	589,379	0
Other Goods and Services	1,156,501	419,198	886,389	431,774	444,727	458,069	471,811
Total Operating Expenses	6,200,032	7,103,251	11,078,872	6,008,469	6,687,985	6,447,484	6,065,833
Net Revenue over Expenses	1,711,595	750,016	177,783	(33,326)	(289,691)	(367,362)	(422,323)
Ending Balances, December 31	**$9,311,595**	**$10,061,611**	**$10,239,395**	**$10,206,069**	**$9,916,378**	**$9,549,015**	**$9,126,693**

Public Transportation Management System

Owned Rolling Stock Inventory

Agency/Organization: Mason Transit Authority

Date: For Period Ending September 30, 2012

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Brad Patterson 09/30/2012

Signature and Title *Date*

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2002 Goshen	11	1FDXE45F72HB65029	511	345,647	40	10	0	$90,000	Y	14+4	D	N
2	2002 Goshen	11	1FDXE45F32HB65030	512	355,705	40	10	0	$90,000	Y	14+4	D	N
3	2003 Goshen	11	1FDXE45F93HB05707	513	323,629	40	9	0	$90,000	Y	14+4	D	N
4	2003 Goshen	11	1FDXE45F03HB05708	514	313,960	40	9	0	$90,000	Y	14+4	D	N
5	2003 Goshen	11	1FDXE45F23HB05709	515	302,298	40	9	0	$90,000	Y	14+4	D	N
6	2003 Goshen	11	1FDXE45F93HB05710	516	324,493	40	9	0	$90,000	Y	14+4	D	N
7	1997 Gillig Coach 30'	3	15GCA1815V1088616	804	397,827	50	15	0	$415,000	Y	23+2	D	N
8	1999 Gillig Coach	1	15GCD2110X1089554	805	183,327	70	13	0	$415,000	Y	43+2	D	N
9	1999 Gillig Coach	1	15GCD2112X1089555	806	149,730	70	13	0	$415,000	Y	43+2	D	N
10	2002 Gillig Coach 35'	2	15GCB211921110366	807	301,300	60	10	2	$415,000	Y	31+2	D	Y
11	2003 Gillig 30'	3	15GCA211831112212	808	291,742	70	9	3	$415,000	Y	23+2	D	Y
12	2005 35' Gillig Bus	2	15GDB211851112652	809	224,342	80	7	5	$415,000	Y	37+2	D	Y
13	2005 35' Gillig Bus	2	15GCB211351112653	810	222,743	80	7	5	$415,000	Y	37+2	D	Y
14	2005 40' Gillig Bus	1	15GCD211651112655	811	139,202	80	7	5	$415,000	Y	37+2	D	Y
15	2005 40' Gillig Bus	1	15GCD211851112656	812	130,528	80	7	5	$415,000	Y	37+2	D	Y
16	1980 MCI Coach	1	S14448	904	142,641	10	32	0	$415,000	N	41	D	N
17	2006 Ford Econoline	13	1FBNE31L86HA09254	7601	66,349	60	6	0	$26,000	N	12	G	N

18	2006 Ford Econoline	13	1FBNE31LX6HA09255	7602	51,254	60	6	0	$26,000	N	12	G	N
19	2006 Ford Econoline	13	1FBNE31L16HA09256	7603	64,542	70	6	0	$26,000	N	12	G	N
20	2006 Ford Econoline	13	1FBNE31L36HA09257	7604	62,924	60	6	0	$26,000	N	12	G	N
21	2006 Ford Econoline	13	1FBNE31L56HA09258	7605	66,118	60	6	0	$26,000	N	12	G	N
22	2006 Ford Econoline	13	1FBNE31L76HA09259	7606	59,232	60	6	0	$26,000	N	12	G	N
23	2006 Ford Econoline	13	1FBNE31L36HA09260	7607	85,247	60	6	0	$26,000	N	12	G	N
24	2006 Ford Econoline	13	1FBNE31L56HA09261	7608	71,795	60	6	0	$26,000	N	12	G	N
25	2006 Ford Econoline	13	1FBNE31L76HA09262	7609	60,762	60	6	0	$26,000	N	12	G	N
26	2006 Ford Econoline	13	1FBNE31L96HA09263	7610	85,203	60	6	0	$26,000	N	12	G	N
27	2006 Ford Econoline	13	1FBNE31L06HA09264	7611	65,440	60	6	0	$26,000	N	12	G	N
28	2006 Ford Econoline	13	1FBNE31L26HA09265	7612	69,070	60	6	0	$26,000	N	12	G	N
29	2006 Ford Econoline	13	1FBNE31L46HA09266	7613	75,586	60	6	0	$26,000	N	12	G	N
30	2006 Ford Econoline	13	1FBNE31L66HA09267	7614	63,907	60	6	0	$26,000	N	12	G	N
31	2006 Ford Econoline	13	1FBNE31L86HA09268	7615	75,586	60	6	0	$26,000	N	12	G	N
32	2006 Ford Econoline	13	1FBNE31L56HB32803	7616	59,905	60	6	0	$26,000	N	12	G	N
33	2006 Ford Econoline	13	1FBNE31L56HB32804	7617	73,002	60	6	0	$26,000	N	12	G	N
34	2006 Ford Econoline	13	1FBNE31L56HB32805	7618	70,638	60	6	0	$26,000	N	12	G	N
35	2006 Ford Econoline	13	1FBNE31L56HB32806	7619	76,377	60	6	0	$26,000	N	12	G	N
36	2006 Ford Econoline	13	1FBNE31L56HB32807	7620	75,015	60	6	0	$26,000	N	12	G	N
37	2006 Ford Minibus	11	1FDXE45P26DA96434	429	194,528	50	6	0	$90,000	Y	16+4	D	N
38	2006 Ford Minibus	11	1FDXE45P96DB26870	431	191,941	50	6	0	$90,000	Y	16+4	D	N
39	2006 Ford Minibus	11	1FDXE45P86DA96437	432	175,241	50	6	0	$90,000	Y	16+4	D	N
40	2007 Gillig Coach	2	15GGB211771077859	300	163,805	80	5	7	$415,000	Y	34+2	D	Y
41	2007 Gillig Coach	2	15GGB211771077860	301	160,268	80	5	8	$415,000	Y	34+2	D	Y
42	2007 Gillig Coach	2	15GGB211771077861	302	162,787	80	5	8	$415,000	Y	34+2	D	Y
43	2008 Ford Econoline	13	1FBNE31L68DB44114	7621	45,622	90	4	0	$26,000	N	12	G	Y
44	2008 Ford Econoline	13	1FBNE31L88DB44115	7622	50,169	90	4	0	$26,000	N	12	G	Y

45	2008 Ford Econoline	13	1FBNE31LX8DB44116	7623	50,593	90	4	0	$26,000	N	12	G	Y
46	2008 Ford Econoline	13	1FBNE31L18DB44117	7624	49,004	90	4	0	$26,000	N	12	G	Y
47	2008 Ford Econoline	13	1FBNE31L38DB44118	7625	56,004	90	4	0	$26,000	N	12	G	Y
48	2009 Chevy/Express Pass	13	1GAHG35K391150002	7800	27,521	10	4	0	$26,000	N	12	G	Y
49	2009 Chevy/Express Pass	13	1GAHG35K491150042	7801	40,076	10	4	0	$26,000	N	12	G	Y
50	2009 Chevy/Express Pass	13	1GAHG35K591150003	7802	36,495	10	4	0	$26,000	N	12	G	Y
51	2009 Chevy/Startrans	11	1GBJG316X91149743	433	75,201	90	3	2	$90,000	Y	12+3	D	Y
52	2010 Chevy/Startrans	11	1GB9G5A61A1108484	434	87,890	90	2	3	$90,000	Y	12+3	D	Y
53	2010 Chevy/Startrans	11	1GB9G5A69A1107907	435	99,502	80	2	3	$90,000	Y	12+3	D	Y
54	2010 Chevy/Startrans	11	1GB9G5A60A1107858	436	100,456	80	2	3	$90,000	Y	12+3	D	Y
55	2010 Chevy/Startrans	11	1GB9G5A61A1107982	437	100,071	80	2	3	$90,000	Y	12+3	D	Y
56	2010 Gillig Coach	2	15GGB2712B1176685	303	51,473	90	2	10	$391,441	Y	34+2	D	Y
57	2010 Gillig Coach	2	15GGB2710B1176684	304	53,037	90	2	10	$391,442	Y	34+2	D	Y
58	2010 Gillig Coach	2	15GGB2719B1176683	305	47,824	90	2	10	$391,441	Y	34+2	D	Y
59	2011 Ford Econoline	13	1FBNE3BL3BDA90485	7626	18461	90	2	2	$26,000	N	12	G	Y
60	2011 Ford Econoline	13	1FBNE3BL3BDA90486	7627	13550	90	2	2	$26,000	N	12	G	Y
61	2011 Ford Econoline	13	1FBNE3BL3BDA90487	7628	13328	90	2	2	$26,000	N	12	G	Y
62	2011 Ford Econoline	13	1FBNE3BL3BDA90488	7629	20694	90	2	2	$26,000	N	12	G	Y
63	2011 Ford Econoline	13	1FBNE3BL3BDA90489	7630	13614	90	2	2	$26,000	N	12	G	Y
64	2011 Ford Econoline	13	1FBNE3BL3BDA90490	7631	20053	90	2	2	$26,000	N	12	G	Y
65	2012 Chevy Champion	13	1GB6G5BL4C1133802	438	25235	100	1	5	$96,000	Y	18	D	Y
66	2012 Chevy Champion	13	1GB6G5BL4C1133695	439	20408	100	1	5	$96,000	Y	18	D	Y
67	2012 Chevy Champion	13	1GB6G5BL5C1134287	440	21636	100	1	5	$96,000	Y	18	D	Y
68	2012 Chevy Champion	13	1GB6G5BL4C1135088	441	22954	100	1	5	$96,000	Y	18	D	Y
69	2012 Chevy Champion	13	1GB6G5BL4C1133700	442	17640	100	1	5	$85,000	Y	14	D	Y

70	2012 Chevy Champion	13	1GB6G5BL3C1134692	443	21229	100	1	5	$85,000	Y	14	D	Y
71	2012 Chevy Champion	13	1GB6G5BL0C1134827	444	19265	100	1	5	$85,000	Y	14	D	Y
72	2012 Chevy Champion	13	1GB6G5BL9C1133812	445	17679	100	1	5	$85,000	Y	14	D	Y
73	2012 Chevy Champion	13	1GB6G5BL9C1134213	446	18433	100	1	5	$85,000	Y	14	D	Y

Public Transportation Management System
Owned Facility Inventory

Agency/Organization: Mason Transit Authority
Date: Period Ending September 30, 2012

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	Comments
1	23	John's Prairie Land and Buildings	100	9	12	$2,231,770	Cost Admin, Ops and Maintenance Bldg.
2	11	Maintenance Building	100	7	16	$869,948	Cost Bldg. #4 Conversion to Maintenance Bldg.
3	24	Wallace Kneeland - Shelter	60	7	12	$15,000	$52K cost includes removal of Wal-Mart Bus Shelter and bus pull out.
4	24	Civic Center Bus Shelter	80	13	9	$15,000	
5	24	Cota Street Bus Shelter	70	8	14	$15,000	
6	24	Red Apple Bus Shelter	60	10	12	$10,000	
7	6	Transit-Community Center	50	6	19	$400,000	
8	23	Base Fuel Facility	100	2	19	$525,000	Cost includes engineering, design, and construction.

Public Transportation Management System
Owned Equipment Inventory

Agency/Organization: Mason Transit Authority

Date: For Period Ending September 30, 2012

	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost ($)	Comments (If more than two lines, please attach a separate comment page)
1	Trapeze Setup, Implementation, Hardware & Software	90	11	3	$118,021.17	Originally implemented in 1999
2	DPF Cleaning Equipment	95	3	9	$59,741.00	Vehicle Maintenance Shop 2011
3	Phone System Server	95	2	4	$8,672.00	Dispatch Relocation 2008
4	Security System	95	2	7	$6,629.00	Dispatch Relocation 2008
5	Vehicle Lift	95	9	1	$48,000.00	Purchased 2002
6	Vehicle Lift	95	2	8	$39,510.34	Purchased 2010
7	Shoretell Phone System	100	1	6	$50,000.00	Purchased 2011
8	Diagnostic Scanner	100	1	4	$4,500.00	Purchased 2011
9	Vehicle Lift	100	1	10	$7,862.00	Purchased 2012

Appendix B: Unfunded Capital Projects

The following capital projects are deemed financially unsustainable in today's economic climate. However as capital and operating funding become available then this list will be reviewed and projects that were sustainable would be funded. Since no service increases are projected for 2012-2017 timeframe, no expansion vehicles are listed as unfunded capital projects.

	Unfunded Capital Projects	Estimated Year Start	Estimated Year Finished	Est. Total Cost (thou)
1	Trapeze Novus	2012	2012	$ 60
2	One (1) ADA Accessible Van	2012	2012	$ 80
3	CAD/AVL on Vehicles	2012	2012	$ 250
4	Construct Wet Maintenance Facility @ Main Base	2012	2012	$ 350
5	Replace FM Communication System with Digital	2012	2012	$ 1,000
6	Downtown Shelton Park & Ride	2012	2012	$ 500
7	Facility Improvements to Buildings 1 & 2	2012	2013	$ 400
8	Regional Call Center for Coordinated Transportation	2012	2013	$ 800
9	Shelton Transit Community Center	2012	2014	$ 6,200
10	North Mason Satellite Base and Park & Ride Lot	2012	2014	$ 7,000
11	Building 2 & 3 Renovation	2013	2013	$ 725
12	Allyn Transit Center - Planning	2014	2016	$ 50
13	Hoodsport Transit Center	2014	2016	$ 400
14	Brinnon Transit Center	2014	2016	$ 980
			Total	**$ 18,795**